

97-84011-22

Elliott, Howard

Before the Interstate
Commerce Commission...

Washington, D.C.

1917

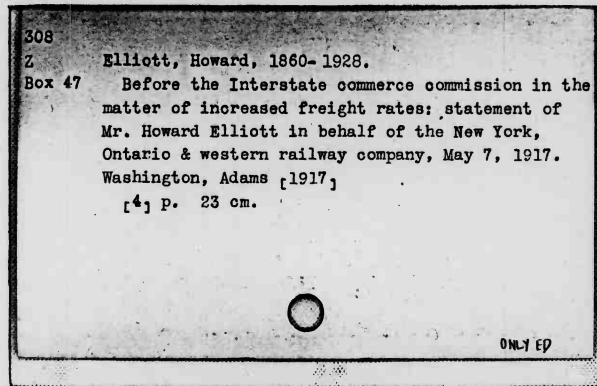
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BEFORE THE

INTERSTATE COMMERCE COMMISSION

IN THE MATTER OF INCREASED FREIGHT RATES.

STATEMENT OF MR. HOWARD ELLIOTT IN BE-
HALF OF THE NEW YORK, ONTARIO & WEST-
ERN RAILWAY COMPANY.

May 7, 1917.

PRESS OF BYRON S. ADAMS, WASHINGTON, D. C.

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Box 47

BEFORE THE
INTERSTATE COMMERCE COMMISSION

IN THE MATTER OF INCREASED FREIGHT RATES.

STATEMENT OF MR. HOWARD ELLIOTT IN BEHALF OF THE NEW YORK, ONTARIO & WESTERN RAILWAY COMPANY.

The New York, Ontario & Western Railway Company in 1915 had, after meeting expenses, taxes and fixed charges, \$822,000 left, and in 1916, \$839,000 left.

The increase in its expenses based on the same causes that have been outlined by the other railways are as follows; for a year:

Fuel	\$354,000
Material and Supplies	448,000
Wages (Adamson Law)	175,000
Other wages	30,000
Taxes	25,000
	\$1,032,000

More than sufficient to use up the balance of \$839,000 in 1916.

The New York, Ontario & Western Railway, is a road, as the Commission knows, where the anthracite tonnage is a very

large proportion of the total volume of its business. The percentage of anthracite to all tonnage, excluding milk, in 1916 was 67.32 per cent, and in 1915, 72.8 per cent.

Its rate per ton per mile on coal in 1916 was .005994, a decrease from .006349 the previous year.

The total earnings on anthracite coal in 1915 were \$3,944,000, and in 1916, \$3,551,000.

Its loss in January, February and March of this year compared with the rates on anthracite coal a year ago was \$43,768.

A fifteen per cent increase on all of its freight excluding anthracite and milk would only be \$292,000. If it got a 15 per cent increase on its anthracite tonnage it would be \$532,000, or a total of \$824,000, \$200,000 less than the \$1,032,000 of the increase estimated from pretty well determined facts for this year.

Here is a road that has very little means of increasing the volume of its business and it must depend entirely on the rates it gets from its anthracite coal and its miscellaneous business. If it received a full fifteen per cent increase on all freight it would not quite play even with the increases that it is now confronted with.

Since the above figures were made up demands for increases in wages of agents and telegraph operators have been received, also road forces. To what extent increases to these employees will have to be granted has not yet been made known. While the shopmen have made no demands as yet they are gradually leaving the service for other employment offering higher wages and before shop forces dwindle to the danger point wages will probably have to be increased to this class of employees to hold the minimum number necessary for the proper maintenance of equipment.

COMPILATION OF FIGURES REFERRED TO IN STATEMENT.

	1916.	1915.
Gross Revenue	\$8,794,166.12	\$8,779,753.34
Operating Expenses	6,200,753.40	6,213,291.07
Operating Income	2,324,735.90	2,314,730.44
Net Income	839,581.50	821,960.14
Percentage of anthracite revenue to Gross Revenue	59.61%	55.97%

1916. Percentage of Anthracite to all tonnage (excluding milk)	67.32%
1915. Percentage of Anthracite to all tonnage (excluding milk)	72.80%

1916. Per ton mile Anthracite.....	.005994
1915. Per ton mile Anthracite.....	.006349

1916. Per ton mile other freight (excluding milk).....	.009967
1915. Per ton mile other freight (excluding milk).....	.010285

	Gross Freight Revenue (Excluding Milk)	Anthracite Coal.	Percentage.
1915	\$5,711,284.13	\$3,944,202.19	69.06
1916	5,498,494.57	3,551,118.56	64.58

Net loss in revenue in 1916 because of reduction in anthracite freight rates effective April 1, 1916.....\$101,470.98
For January, February and March, 1917.....\$43,768.45

Increases in main items of expense in 1917 over 1916:	
Fuel	\$354,000.00
Other supplies and material.....	448,000.00
Wages under Adamson Law.....	175,000.00
Other wages already advanced.....	30,000.00
Taxes	25,000.00
	\$1,032,400.00

15% on 1916 Revenue Anthracite.....	\$532,667.85
15% on 1916 other freight (excluding milk).....	\$1,947,376
	\$824,774.25

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